

REPORT ON OIL ENGINE MACHINERY.

No. 8211

Received at London Office

Survey Report 10th Nov. 1938When handed in at Local Office 10th Nov. 1938

Port of Hongkong

Survey held at Hongkong

Date, First Survey Feb. 3rdLast Survey Nov. 4th 1938

Number of Visits 52

Single
on the Twin
Triple
Quadruple

Screw vessel

MATAFELE

Tons { Gross 334.82
Net 186.28

Hongkong

By whom built The H. K. Whampoa Dock Co. Ltd. Yard No. 800 When built 1938

made at - do -

By whom made - do -

Engine No. 518 When made 1938

Boilers made at None

By whom made ✓

Boiler No. ✓ When made ✓

Horse Power 400 (Total)

Owners Burns Philp (South Sea) Ltd Port belonging to Hongkong

Horse Power as per Rule 104.6

Is Refrigerating Machinery fitted for cargo purposes No Is Electric Light fitted Yes

which vessel is intended South Sea Islands.

GINES, &c.—Type of Engines Harland - B. & W. type, Enclosed Trunk 2 or 4 stroke cycle 2 Single or double acting Single

Pressure in cylinders 700 lbs. Diameter of cylinders 220 m/m Length of stroke 370 m/m No. of cylinders 4 Each No. of cranks 4 each

Rings, adjacent to the Crank, measured from inner edge to inner edge 284 m/m Is there a bearing between each crank Yes

per minute 300 Flywheel dia. 2.49 ft. Weight 1/2 Ton Means of ignition Compression Kind of fuel used Diesel oil

Shaft, dia. of journals as per Rule as fitted 180 m/m Crank pin dia. 180 m/m Crank Webs Mid. length breadth 260 m/m Thickness parallel to axis

Shaft, diameter as per Rule as fitted 4.04" Intermediate Shafts, diameter as per Rule as fitted 4.25" Thrust Shaft, diameter at collars as per Rule as fitted 200 m/m

Shaft, diameter as per Rule as fitted 4.615" Is the shaft fitted with a continuous liner No Liner

Liners, thickness in way of bushes as per Rule as fitted Thickness between bushes as per Rule as fitted Is the after end of the liner made watertight in the

If the liner is in more than one length are the junctions made by fusion through the whole thickness of the liner

does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive

ers are fitted, is the shaft lapped or protected between the liners Is an approved Oil Gland or other appliance fitted at the after

tube shaft Yes Length of Bearing in Stern Bush next to and supporting propeller 24"

r, dia. 5'-0" Pitch 3'-10" No. of blades 4 Material Bronze whether Moveable Fixed Total Developed Surface 9 sq. feet

of reversing Engines Hand, direct Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes Means of lubrication

Thickness of cylinder liners 18 m/m Are the cylinders fitted with safety valves Yes Are the exhaust pipes and silencers water cooled or lagged with

Lagged If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Led up

Water Pumps, No. Two Standby Is the sea suction provided with an efficient strainer which can be cleared within the vessel Yes

umps worked from the Main Engines, No. Two Diameter 70 m/m Stroke 120 m/m Can one be overhauled while the other is at work Yes

connected to the Main Bilge Line No. and Size 2 @ 70 m/m x 120 m/m Rotary G. S. Pump, 20 Tons per hour

Pumps, No. and size 1-Rotary, 20 Tons per hour Lubricating Oil Pumps, including Spare Pump, No. and size 10 BHP Ruston oil engine

Independent means arranged for circulating water through the Oil Cooler Yes Suctions, connected to both Main Bilge Pumps and Auxiliary Bilge

No. and size:—In Machinery Spaces 1-2" in E. R. 1-2" in Cofferdam

, &c. 1-2" in dry tank, 2-2" in bilge well + 2-2 1/4" in Hold

adent Power Pump Direct Suctions to the Engine Room Bilges, No. and size 2-2 1/4" dia. ✓

the Bilge Suction pipes in Holds and Tunnel Well fitted with strum-boxes Yes Are the Bilge Suctions in the Machinery Spaces

easily accessible mud-boxes, placed above the level of the working floor, with straight tail pipes to the bilges Yes

Sea Connections fitted direct on the skin of the ship Yes Are they fitted with Valves or Cocks Valves

fixed sufficiently high on the ship's side to be seen without lifting the platform plates Yes Are the Overboard Discharges above or below the deep water line Above

each fitted with a Discharge Valve always accessible on the plating of the vessel Yes Are the Blow Off Cocks fitted with a spigot and brass covering plate

pes pass through the bunkers None How are they protected

pes pass through the deep tanks None Have they been tested as per Rule

Pipes, Cocks, Valves, and Pumps in connection with the machinery and all boiler mountings accessible at all times Yes

rrangement of valves and their connections such as to prevent the possibility of water passing from the sea or from water tanks into the cargo or machinery spaces, or from one

ment to another Yes Is the Shaft Tunnel watertight No Tunnel Is it fitted with a watertight door worked from

od vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork

Air Compressors, No. Two No. of stages Two Diameters 130 + 115 m/m Stroke 100 m/m Driven by Main Engines

ary Air Compressors, No. one No. of stages Two Diameters 3 1/4" + 1 1/8" Stroke 3 1/4" Driven by clutch from

Auxiliary Air Compressors, No. ✓ No. of stages Diameters Stroke Driven by Ruston 10 H.P. oil engine

nging Air Pumps, No. one on each engine Diameter Rotary Stroke Driven by Hand starting

ary Engines crank shafts, diameter as per Rule as fitted 3" dia.

RECEIVERS:—Is each receiver, which can be isolated, fitted with a safety valve as per Rule Yes

the internal surfaces of the receivers be examined Yes What means are provided for cleaning their inner surfaces Manhole

there a drain arrangement fitted at the lowest part of each receiver Yes

gh Pressure Air Receivers, No. None Cubic capacity of each Internal diameter thickness

unless, lap welded or riveted longitudinal joint Material Range of tensile strength Working pressure by Rules

arting Air Receivers, No. one Total cubic capacity 50 cub. ft. Internal diameter 3'-3" thickness 1 1/2"

unless, lap welded or riveted longitudinal joint Riveted Material Steel Range of tensile strength 28/32 Tons Working pressure by Rules 356 lbs.

W252-0055

IS A DONKEY BOILER FITTED?

No

If so, is a report now forwarded? ✓

PLANS. Are approved plans forwarded herewith for Shafting *Kobe, 2/3/38, 4/12/37* Receivers *Kobe Dec. 1st 1937* Separate Tanks *Kobe, 25th May*
(If not, state date of approval)

Donkey Boilers ✓

General Pumping Arrangements *Kobe, 20/5/38 + 30/9/38* Oil Fuel Burning Arrangements *Kobe, 25th May*SPARE GEAR *As per attached list.*THE HONGKONG & WHAMPOA DOCK Co., Ltd.
The foregoing is a correct description,

E. L. H. H. H.

Manufacturer.

CHIEF MANAGER

Dates of Survey while building

| | | |
|------------------------------------|-----------------------------------|--|
| During progress of work in shops-- | 1938 | Feb. 3, Mar. 26, April 7, 14, 18, May 11, 24, 31, June 4, 11, 17, 23, 28, July 4, 11, 18, 25, 28, Aug 1, 8, 15, 22, 29, 30, 31, Sept 1, 5, 6, 7, 9, 13, 15, 17, 20, 22, 24, 26, 29, 30, Oct. 1, 5, 18, 19. |
| | During erection on board vessel-- | Oct. 21, 25, 27, 31, Nov. 1, 2, + 4 |
| | Total No. of visits | 52 |

Dates of Examination of principal parts—Cylinders $\frac{30}{8}, \frac{7}{9}, \frac{8}{9}, \frac{9}{9}, \frac{17}{9}$ Covers $\frac{30}{8}, \frac{7}{9}, \frac{8}{9}, \frac{9}{9}, \frac{17}{9}$ Pistons $\frac{7}{9}, \frac{17}{9}$ Rods ✓ Connecting rods 7-9-1938

Crank shaft $\frac{17}{6}, \frac{6}{9}, \frac{7}{9}, 1938$ Flywheel shaft ✓ Thrust shaft $\frac{17}{6}, \frac{6}{9}, \frac{7}{9}, 1938$ Intermediate shafts $\frac{4}{6}, \frac{7}{9}, 1938$ Tube shaft ✓

Screw shafts $\frac{4}{6}, \frac{7}{9}, 1938$ Propeller 29/8/38 Stern tube 26-8-38 Engine seatings 8-8-38 Engines holding down bolts 25-11-38

Completion of fitting sea connections 13-8-38 Completion of pumping arrangements 31-10-38 Engines tried under working conditions 1-11-38

Crank shaft, Material } O.H. Steel Identification Mark LLOYDS No 518-519 T.S.M. 7-9-38 Flywheel shaft, Material ✓ Identification Mark ✓

Thrust shaft, Material } O.H. Steel Identification Mark LLOYDS No 518-519 T.S.M. 7-9-38 Intermediate shafts, Material O.H. Steel Identification Marks ✓

Tube shaft, Material ✓ Identification Mark ✓ Screw shaft, Material O.H. Steel Identification Mark LLOYDS No 518-519 T.S.M. 7-9-38

Is the flash point of the oil to be used over 150° F. Yes ✓

Have the requirements of the Rules for oil fuel pipes and tank fittings been complied with Yes ✓

Is the vessel (not being an oil tanker) fitted for carrying oil as cargo No ✓ If so, have the requirements of the Rules been complied with ✓

Is this machinery duplicate of a previous case No ✓ If so, state name of vessel ✓

General Remarks (State quality of workmanship, opinions as to class, &c. *These engines have been built under supervision*

in accordance with the approved plans & the Rules of this Society, the materials & workmanship

are good. They were tested under full load & 10% overload on the makers test bed

all working parts were afterwards opened up & examined, together with the welded bed plate

& found satisfactory.

The two combined "Ruston & Hornsby" auxiliary engines & auxiliary air compressor

were opened up & examined throughout & found satisfactory.

Forging reports & Certificate for air receiver enclosed. Plan of piping & machinery arranged

Makers Certificate for auxiliary engines enclosed, also for Standby Lub. oil pump.

This machinery has been installed in the vessel in accordance with the

& instructions & satisfactorily tried under working conditions and it is recommended

the vessel be classed with Lloyd's Machinery certificate & the record L.M.C 11-3

be made in the Register Books.

Y. L. Morrison

Engine Surveyor to Lloyd's Register of Shipping

The amount of Entry Fee ... £6 97: When applied for, 4th Nov. 1938

Special ... £52-10-8 851: When received, 9. 12. 1938

Air Receiver ... £4-4-8 68

Donkey Boiler Fee ... £8-8-1 136:

Welded Bed Plate ... £150. 35

Travelling Expenses (if any) ... £35

Cablegrams ...

Committee's Minute

Assigned

+ LMC 11.38

O.G. O'Brien



© 2019

Lloyd's Register
Foundation